

**⚠ CAUTION:** Proper service and repair procedures are essential for safe and reliable installation of chassis parts and require experience and tools specially designed for the purpose. Installation of these parts **MUST** be performed by a qualified mechanic, otherwise an unsafe vehicle and/or personal injury could result.

**⚠ CAUTION:** Prior to servicing the steering and suspension system, the S.I.R. (Supplemental Inflatable Restraint) must be disabled. Failure to do so may result in an accidental air bag deployment and/or personal injury.

**NOTE:** The parts in this kit are designed to replace the worn or non-functioning original equipment parts in the vehicle as produced by the car factory. These parts are not designed for installation on vehicles where the vehicle suspension and/or steering systems have been modified for racing, competition, or any other purpose.

### DISASSEMBLY

1. Disconnect negative battery cable from battery.
2. Unlock steering column. Raise and support the vehicle.
3. Remove front wheel and tire assembly.
4. Disconnect the outer tie rod from the spindles using a suitable tool such as a taper breaker.

5. Loosen outer tie rod jam nut and remove outer tie rod, jam nut and bellows.

6. Remove the inner tie rod e using a suitable wrench. See note below.

**NOTE:** To avoid damage to other steering components, hold the center link from rotating or remove it from the vehicle.

### ASSEMBLY

1. Clean the internal threads of the center link. Be sure to remove all adhesive sealant and grease remaining from the prior installation. Using a clean cloth with a solvent clean out all grease, dirt and oil from the internal center link threads.

2. Apply the thread-locking compound provided to the male threads of the inner tie rod end housing.

3. Assemble the inner tie rod end onto the center link and torque to 74 ft.-lbs. (100 N-M).

**NOTE:** The center link must be held from rotating to avoid damaging other steering components.

4. Install the jam nut on the inner tie rod end threads and reinstall the outer tie rod end.

5. Reassemble outer tie rod end to spindle tighten outer tie rod end nut to 33 ft.-lbs (45 N-M).

6. Re-install front wheel and tire assemblies.

7. Lower vehicle, turn off ignition key and install negative battery cable.

8. Align front end to specifications. Tighten jam nut against outer tie rod to 50 ft.-lbs. (68 N-M).